

# Performance Scheme for Air Navigation Services

**Portuguese National Plan for the 1<sup>st</sup> reference period, 2012-2014 (*RP1*)**

**Presentation to Stakeholders (*on 2011-05-31*)**

**Regulation (EC) No 549/2004, amended by Regulation (EC) No 1070/2009 both of the European Parliament and of the Council**

**Commission Regulation (EU) No 691/2010**

**Commission Regulation (EC) No 1794/2006, amended by  
Commission Regulation (EU) No 1191/2010**

**Commission Decision 2011/121/EU *(of 2011-02-21)***

## Environment Target

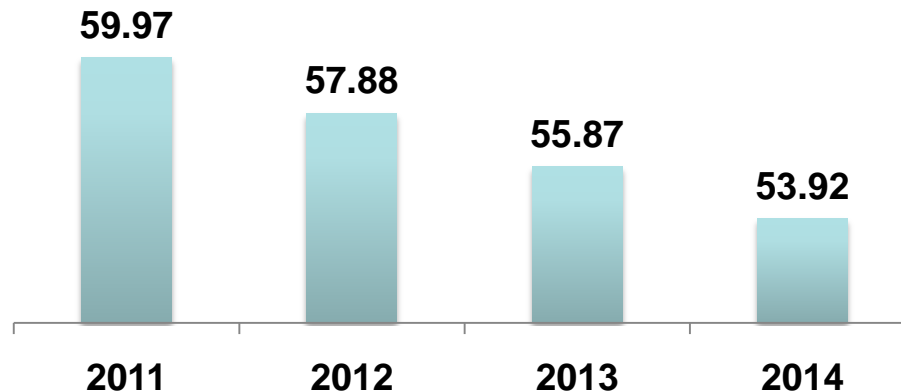
Improvement by 0.75 of a percentage point of the average horizontal en route flight efficiency indicator in 2014 as compared to 2009

## Capacity Target

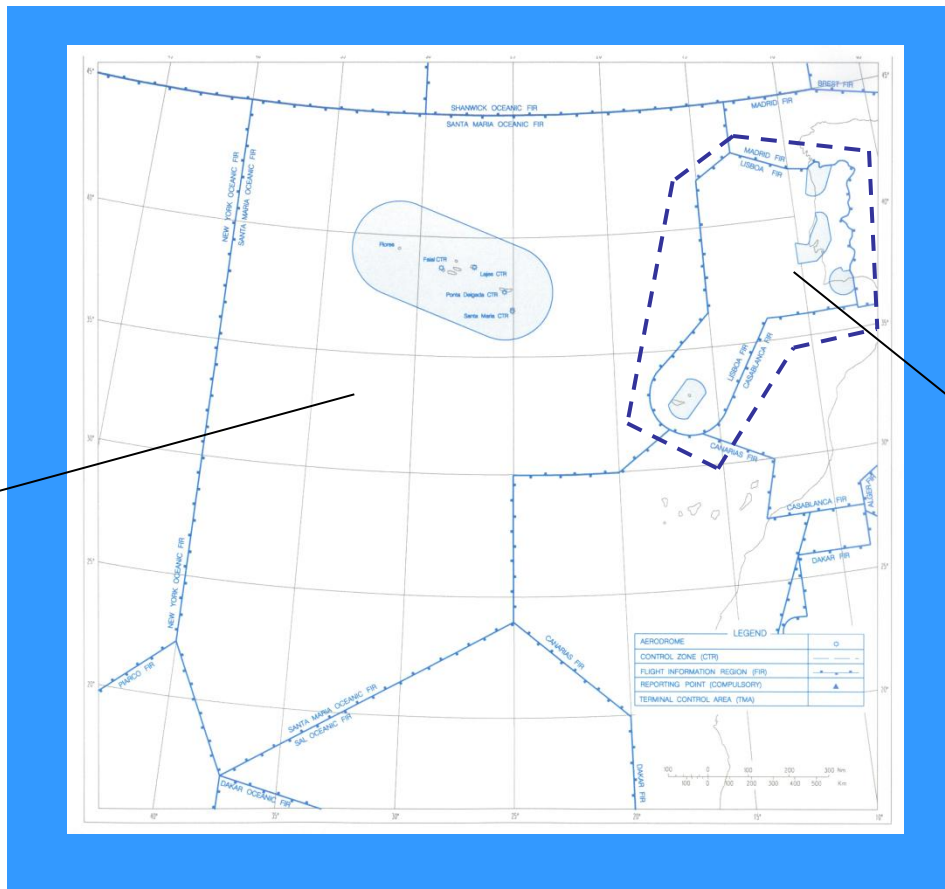
Average en route ATFM delay  $\leq 0.5$  min / flight

## Cost-efficiency target

Average European-wide determined en route unit rate for en-route ANS (real terms, EUR 2009) not to exceed

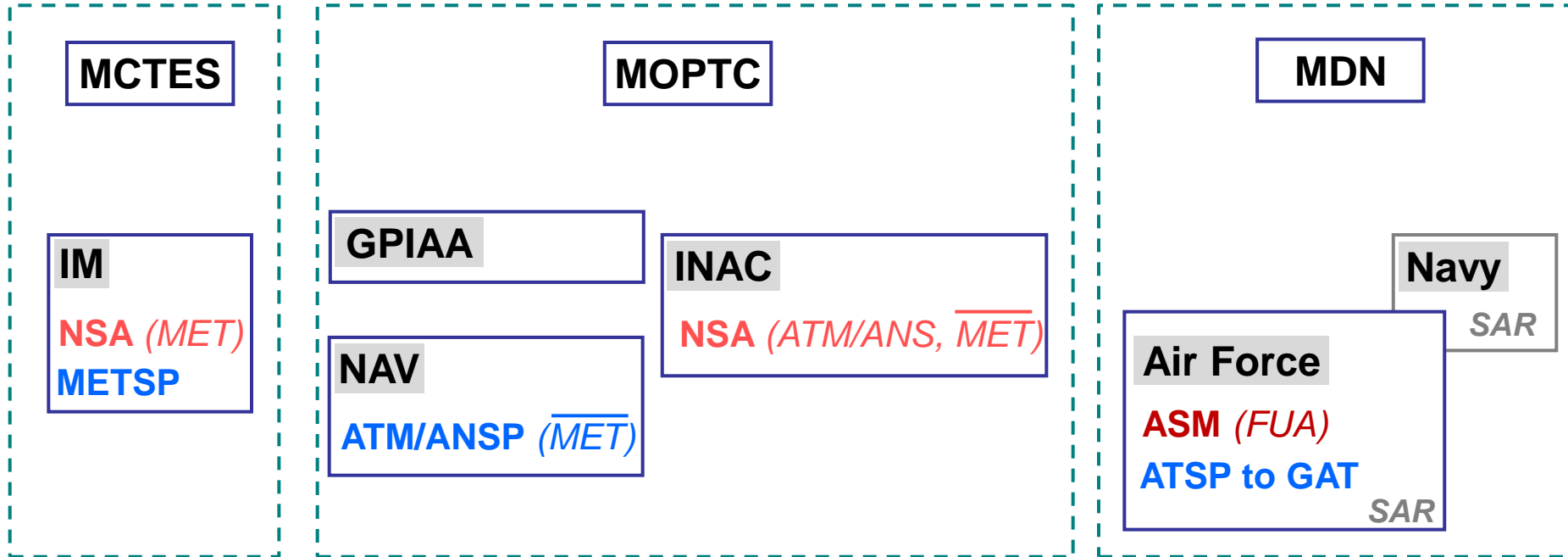


# PT - NPP – ANS - RP 1 GEOGRAPHICAL SCOPE

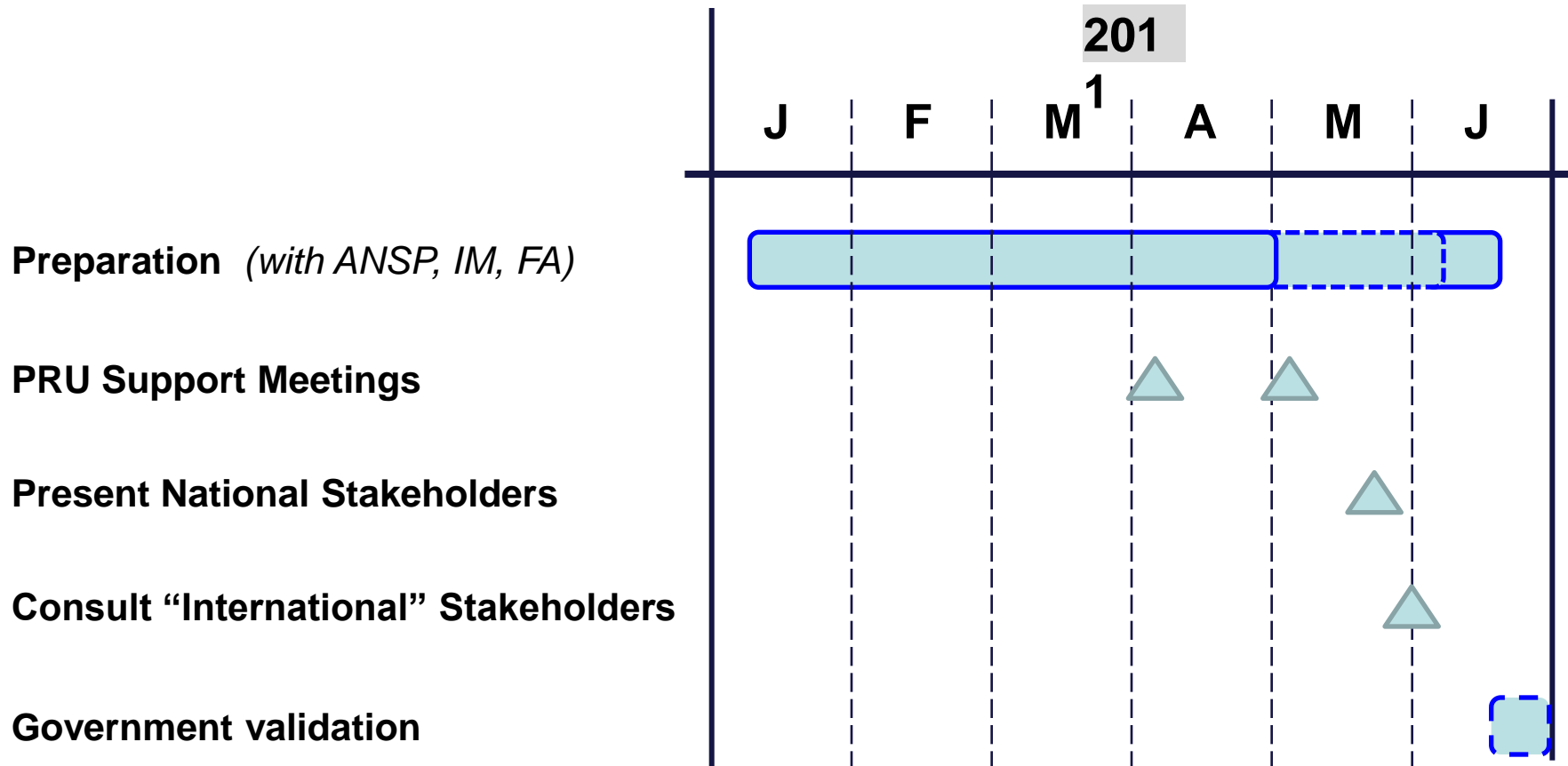


**1 x 10<sup>5</sup>**

**4 x 10<sup>5</sup>**



GPIAA *Aircraft Accidents and Incidents Prevention and Investigation Board*  
MCTES *Ministry for Science, Technology and Higher Education*  
MDN *Ministry for National Defence*  
MOPTC *Ministry for Public Works, Transports and Communications*





*Effectiveness of safety management as measured by a methodology based on the ATM Safety Maturity Survey Framework*



*Application of the severity classification of the Risk Analysis Tool*



*Reporting of Just Culture”*



#### **National indicators**

*Rate of occurrences classified A + B*

*Rate of airspace infringements*

*Rate of separation minima infringements*

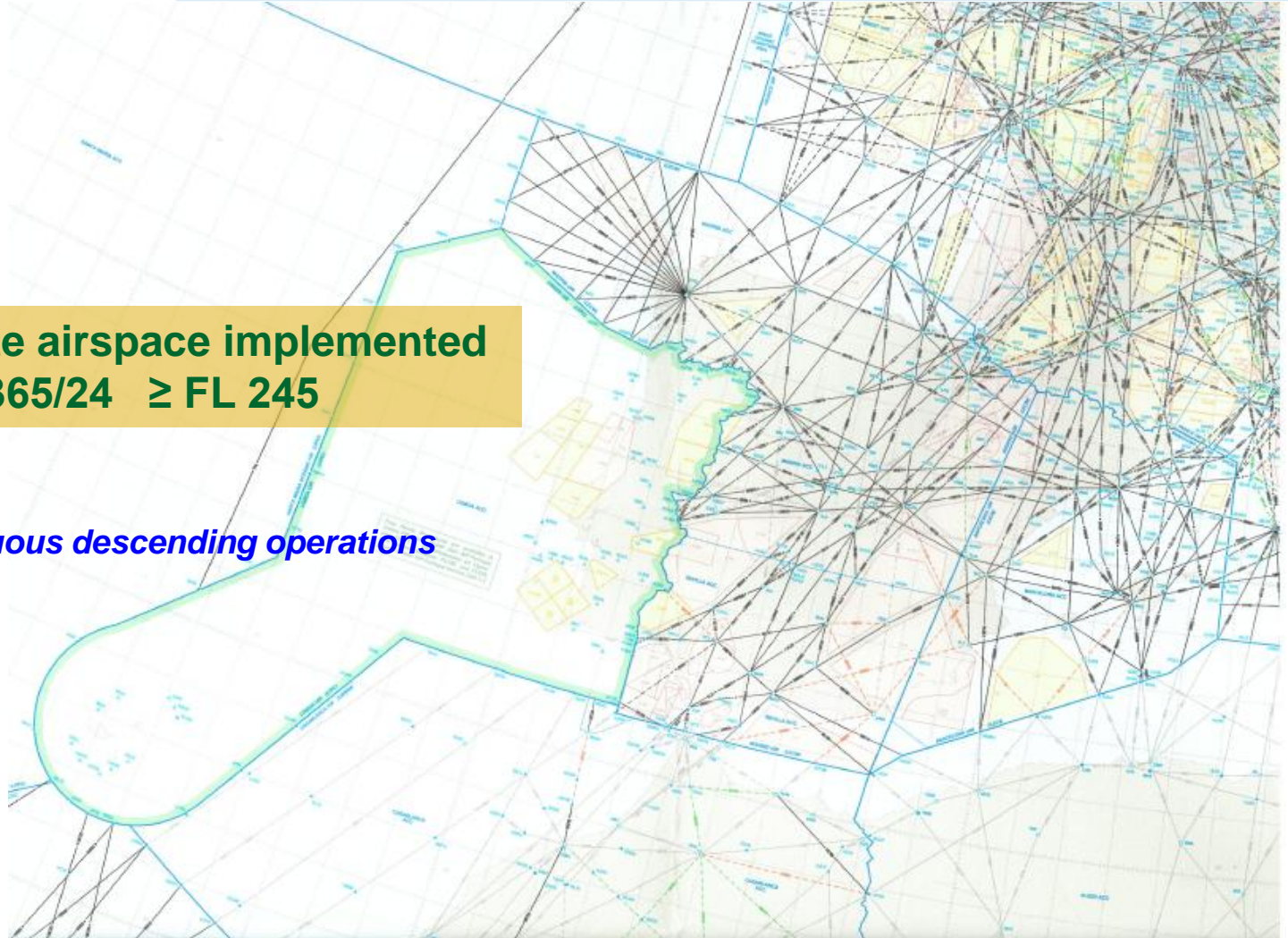
*Rate of level busts*

*Rate of runway incursions*

**Free-route airspace implemented  
365/24 ≥ FL 245**




 **Continuous descending operations**

 **AIRE**





	2012	2013	2014
<i>Reference values</i>	0.26	0.21	0.16
<b>National targets</b>	<b>0.25</b>	<b>0.20</b>	<b>0.15</b>
<b>Alert level</b>	<i>Deviation, over a calendar year, <math>\geq 10\%</math> of the actual traffic recorded by the PRB versus the traffic forecast at European-wide level</i>		

-  *Opening new sectors in accordance with traffic demand*
-  *Automated support for conflict detection and conformance monitoring*
-  *Airport Collaborative Decision Making*

Area	ATM OIs	Title
ATM systems	<i>AUO-0301</i>	<i>Controller-Pilot voice communications (en route) complemented by data-link</i>
	<i>TS-0102</i>	<i>Basic arrival management supporting TMA improvements</i>
	<i>IS-0101</i>	<i>Improving flight-plan consistency pre-departure</i>
	<i>DCB-0201</i>	<i>Interactive network capacity planning</i>
	<i>TS-0305</i>	<i>Arrival management expanded to en route airspace</i>
Navigation	<i>AOM-0601</i>	<i>Terminal airspace organisation adapted through use of best practice, PRNAV and FUA (where suitable)</i>
	<i>AOM-0602</i>	<i>Enhanced terminal airspace with curved/segmented , steep and RNAV approaches (where suitable)</i>
Surveillance	<i>AO-0201</i>	<i>Enhanced ground Controller situational awareness in all weather conditions</i>
	<i>AO-0102</i>	<i>Automated alerting of Controller in case of runway incursion or intrusion into restricted areas</i>
AIS	<i>IS-0203</i>	<i>Harmonised aeronautical information through common data model</i>

## Supervision (2 year planning)

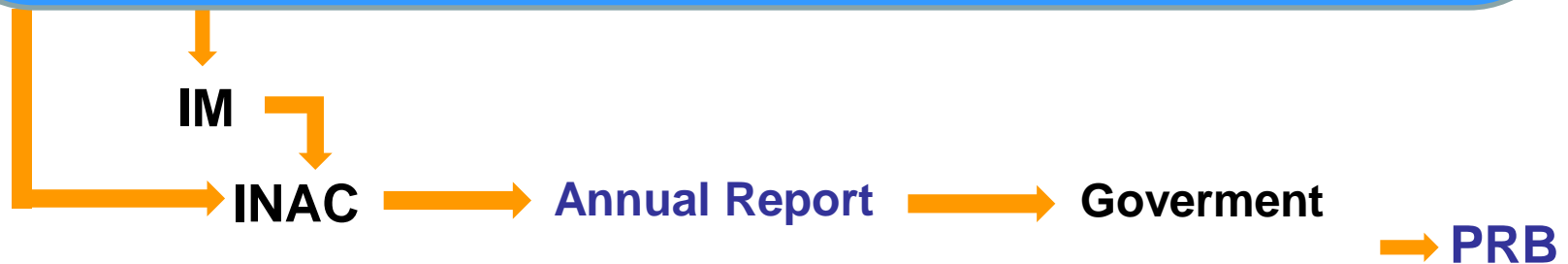
*Following certification (process verification)*

*Changes to functional systems*

## Monitoring (every six months)

*Evolution of assumptions and of external factors*

*Value of the indicators => **action plans***



## **Questions / Comments**

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